

BOAT RACING ATHLETICS

TRIP LOCAL MAN

Food and Family Outing.

JOIS AND RETURN

Journey Made in Fast Time—Many Adventures Along the Route.

Whitman Osgood has the distinction of being the first man to make an automobile trip to the St. Louis World Fair and return. He reached his home in Washington Wednesday morning with enthusiasm.

In speaking of his trip he said: "I left Washington in a canoe, then, horsepower tonneau car, July 1. I was accompanied by my wife, two children, and Clarence Thomas, my colored chauffeur. We took the National Pike, making noon and night stops, according to the schedule and maps of the American Automobile Association for the St. Louis tour. We passed through Frederick, Hagerstown, and Cumberland, Md., then, turning north through Bedford, Pittsburgh, and Washington, Pa., where we returned to the National Pike and went through Wheeling, Zanesville, Columbus, Indianapolis, and Terre Haute to St. Louis.

The trip had taken us in all about twenty days, only twelve of which were spent in actual traveling. This makes our average about 100 miles per day, to make which it is necessary to consume from twelve to sixteen gallons of gasoline per day, at a cost ranging from 11 to 25 cents a gallon.

We spent one week at the fair and started home a week ago, making the return trip in fifteen days, travel and stop-over time. We carried a complete outfit of necessary accessories such as tires, extra parts, etc., and the machine stood the journey remarkably well, showing little evidence of its hard work, save a great deal of mud, the loss of the canopy top, which we discarded near Wheeling, and the lock of the two rear mudguards. We could have retained these, but decided to leave them at Hagerstown on account of their weight.

Repair Bill Too Large.

"The repair bill was entirely too large and was due to the fact that there is all along the route a disposition to overcharge. I also had to spend a great deal of money in extra parts, but this was due to the expense caused by telegraphing and paying express charges for quick delivery. With the experience I have gained since July 1 I could easily take the same trip with the same people, along the same route, in the same car, saving 50 per cent of the money I spent.

"The condition of the roads was varied. They were good in Maryland, but all through Pennsylvania they struck nothing but abominable stretches of ground which are not worthy of the name of roads. The roads in West Virginia were in a fair condition, and there was a noticeable improvement in Ohio. Near Columbus is a stretch of several or eight miles, that is smooth as asphalt. The roads in Indiana were good, but those of Illinois are inconceivably bad. I found the condition of the roads to be a pretty fair index to the prosperity and intelligence of the people living along them. Where the roads were good, there were well-kept, prosperous farms, and bright, hospitable people. Along the bad roads were nothing but deserted homesteads, and surly, ignorant people.

"Of all horses, the white horse is the most to be dreaded—we were very, very cautious whenever one came in sight. He is nervous and uncontrollable, and like the mule, another quadruped greatly dreaded by the automobilist. The white horse will show no evidence of fear until he is within a few feet of the machine. Then he bolts with might and main, usually carrying the automobile with him. He is usually so quick to allow too close an approach. We always stopped the machine and led the horse by, consequently, we were the cause of only two accidents, and in only one of these was any one even slightly injured.

"We lost about two hours daily through such stoppages, and I was forced to conclude that the farmers of Pennsylvania and Indiana are less intelligent than their animals. Hardly six weeks ago, the same people we passed manifested any knowledge of controlling a fractious horse. The best way in the world to control a horse and cut off the breath. This always has a hypnotically quieting effect.

Had Canned Goods.

"In none of the farming communities was I able to get butter or milk—it is all shipped to the city, and when at country hotels, although surrounded by an abundance of crops, we were served only with canned goods. Also, the beds all slanted downward from the foot to the head—a condition I can only account for with the statement that the men who only their pedal extremities during the day, but never let a little blood rush to their heads at night.

"At every stop we were surrounded by a gaping crowd which regarded us as mountebanks, piled innumerable questions, and made comment on our appearance and what not. We gained friends everywhere on account of our consideration for vehicles, something every automobilist does not take the time to bestow.

"Speaking of vehicles reminds me that in almost every case where there was a woman in the case, she would try to get out before the carriage stopped, usually traveling some distance with one foot on the ground and the other on the step, finally landing in the road, flat on her back, and legs in the air. The position was of course, embarrassing, and many a painful gleam was shot at me.

"Taken as a whole, our trip was a great success. Once near Cumberland we came near going over the mountain side and several times we were in tight places, but the skill with which Thomas managed the machine always brought us speedily out of danger.

A Delightful Trip.

"For one having a light machine of the character I used, with gasoline storage capacity of not less than twelve gallons and an equal amount of water supply, if he has plenty of time at his disposal and ships extra tires to the various destinations ahead of him, there is no more delightful trip to be had. There is a degree of pleasure and exhilaration produced by an automobile trip which is not given by any other form of locomotion.

ALBANIANS BESEIGE SERBIAN TOWN OF IPEK

BELGRADE, Aug. 14.—A large body of Albanians are besieging the town of Ipek, in Serbia, as a protest against the contemplated reforms. A strong Russian force has been dispatched to its relief.

Fighters Lose Nerve After Being Put Out

Lavigne, McGovern, Erne, Corbett, Sharkey, and Dempsey Are Examples—Always in Fear of Dream Punch.

Fear a Knockout.

"The gamiest of fighters is liable to lose heart at some stage of his career and become the worst kind of a coward," remarks a well-known trainer of pugilists the other day. "It usually occurs after he has been knocked out or received a severe drubbing. I have never known it to fail and can cite several instances. If you recall, there was no grifter scrapper in the business than Frank Erne, the former lightweight champion. Lavigne did not know what fear meant until he was knocked out by George McFadden at the Broadway A. C. Up to that time he revelled in a beating. But after that contest he was decidedly loath of any kind of a hand blow, and would let up in his fighting as soon as his rival managed to reach him with any effect. Of course, at the time Lavigne fought McFadden his powers and strength were on the wane. Still he was thought capable of hanging his own against third-rate men, and at the time McFadden was not regarded as of much account. After his defeat by McFadden Lavigne went down hill at a rapid rate, and soon became a real has-been.

Dempsy Never Recovered.

"Jack Dempsey never got over the beating he received at the hands of Bob Fitzsimmons and died from a broken heart, and yet there was no gamier fighter in the ring than the Nonpareil. Peter Jackson soon felt the wayward after Jim Jeffries knocked him out, and died about six months later. The two defeats which he received gave Fitzsimmons have evidently not injured the Cornishman to any extent. Although knocked out twice, Fitz has still been doing, and no one since has been able to repeat the dose. The reason that Fitz has not lost his heart is because he has been whipped by a man his superior in weight, build and strength. Had Fitz been conquered by a man his own weight, it is a clinch that he would have been in for some of the boys who can fight at anywhere near his weight.

George Dixon has never tasted the sensation of a knockout in a championship contest. He was once laid low by the Kentucky Roadrunner at Philadelphia many years ago, but on that occasion he received what is known in boxing circles as the "Buster" blow. He could beat all the Roadrunners in creation, and demonstrated this fact satisfactorily a number of times afterward. True, Terry McGovern decisively took his measure, but did not knock him out, as Dixon three seconds later sprang in time. But that fight made Dixon fear his opponents, and from the rushing, brave fighter he became a timid boxer. The reason that he has been able to win since then is that his cleverness has not deserted him. But he has lost the power to knock out others.

RUSSIANS VALIANT FIGHT TO ESCAPE JAPANESE

(Continued from First Page.)

for a time it seemed as though they would be enabled to get away. The superior speed of the Japanese vessels told, however, and soon the Russian fleet was overtaken, and battle at close range was begun.

Fought Whole Fleet.

It was then that the admiral, seeing that an escape was impossible, signaled to the cruisers to make for the open sea, and he maneuvered his flagship so as to come between the two fastest of the Japanese craft and the lighter Russian vessels. For a time the Czarwitsch stood up well against the fire of the Japanese vessels, and her larger guns did good execution, being served with remarkable precision.

The fight was of the fiercest, and for forty minutes the doomed battleship fought off practically the entire armored cruiser division of Admiral Togo's fleet. Her steering gear was carried away by a Japanese shell, and almost in the same instant, another shell swept the bridge, killing the courageous admiral and his flag lieutenant.

In Neutral Port.

The Japanese, seeing that the Czarwitsch had been rendered unseaworthy, abandoned her and began the chase after the other Russian vessels, which were then headed for the open sea.

The latter had scattered and several of the vessels are believed to have gotten safely away and to be en route for the agreed rendezvous.

Emergency repairs were made on the Czarwitsch, but when night came she was attacked by a flotilla of Japanese destroyers, who made every effort to blow her out of the water. Her torpedo nets, however, proved efficient, and finally the Japanese were compelled to withdraw beyond range of her remaining effective guns and taking advantage of the lull, the badly battered armor clad was headed for the neutral port of Kiao-Chow.

PRINCE NAMED AS COMMANDER

LONDON, Aug. 14.—The St. Petersburg correspondent of the Central News states that Prince Ouktomsky has been named to succeed Rear Admiral Witthorn, killed in action, as commander of the Russian Port Arthur fleet.

Some of the information has been reported by the Japanese, who are endeavoring to hear of their destruction, with mines and torpedoes, and by being obliged to strike the Russian fleet.

This latter report is entirely from the original source. It states that the Russian fleet is included in the Japanese, and is now at sea.

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THOUSANDS SEE POTOMAC REGATTA

Craft of Every Description Line the Course.

A PROGRAM OF THE RACES

Ariels, of Baltimore; Malts, of Philadelphia, and Others Vie With the Washington Crews.

The Potomac River Regatta, in anticipation of which the Washington crews have been preparing for weeks, came off yesterday afternoon, and barring a sad accident in which several persons were drowned, was a pronounced success. It was an ideal day for the races, and thousands of spectators lined the course in almost every sort of craft, and hundreds more occupied vantage points on the Aqueduct Bridge, at the Potomac boat house, and along the banks of the river.

Friends of the participants in the races loudly cheered as their favorites pulled into view. Directly opposite the Potomac boat house was a large schooner, gallantly decked with flags, and with a band aboard, which played popular airs at intervals during the races. The terrible accident to the launch Recreation took place about 2:30, just at the beginning of the second race, and while it made a profound sensation on the river, the regatta went forward without any break, those in charge having only a general knowledge of what had happened.

Program of the Day.

Starter H. P. Burke, of the Malta Boat Club, of Philadelphia, fired his pistol at 1:30 o'clock, and the first race of the day, the junior eight-oared shells, was on. The Ariel Boat Club, of Baltimore, and the Potomac Club, of this city, were the contestants, and the race was admitted to be the feature of the day.

The betting was 100 to 80 in favor of the Potomacs, and every Washingtonian expected to see them finish in the lead. The race was close right up to the finish, when the Ariels crept ahead and won by a scanty two lengths.

The Second Race.

The second race was the junior single sculls, and was won by George T. Joly, of the Bachelor Barge Club, of Philadelphia, in 10:53. Wallace D. Klare, of the Arundels, was second, and Richard Redington, of the Potomacs, third. Klare, who finished second, claimed that he had been held at the stake boat on an outside boat. He entered a formal protest, but it was not recognized.

In the junior four-oared race, which followed, the Arundels had the better crew, but lost through poor steering during the first stages of the race. After passing the bridge they began to pull up, but the lead obtained by the Arundels was too great, and they lost by one length.

Three Trials Needed.

It was necessary for the junior double sculls to start three times before a result could be obtained. They had hardly started the first time when the swell from the Talbot, which persisted in getting too close to the shells, struck and overturned the Malta boat. Another start was made, only to have the same thing occur to the Arundels. The University Barge Club, of Philadelphia, which was entered in this race, withdrew, and after the running of the intermediate eight another trial was made, which resulted in a victory by twelve lengths for the Malta boat, though even then the Vigils crossed the finish line before the Arundels and forced them to slow down.

The Potomacs withdrew from the race for senior four-oared shells, and the course was rowed over by the crew of the Ariel Club.

The Ariels decided to substitute W. Thompson, of the Frederick, Lawrence Kravner, and Fenton Key in place of George Lewis, Preston Lewis, Charles Howard, and C. H. Kronberger, wishing to save the latter for the junior four-oared gig. This undoubtedly weakened the crew, but they admit that even had the original crew been used there would have been the same result—victory for the Potomacs.

The race was won by only two lengths, but the Potomacs were never pressed, and took such ease all along the course that no time was taken.

Senior Double Sculls.

The senior double sculls was easily won by the Bachelor Barge Club of Philadelphia, in 8:45. P. M. Kirk, the stroke of the Crescent boat, collapsed, and for some time was unable to wield his oars. He finally regained some of his strength and the course, but was unable to carry in his boat.

The intermediate singles were won in an uninteresting race by W. A. Magee, of the Philadelphia Barge, with Wallace B. Klare, of the Arundels, second. Redington, of the Potomacs, was outdistanced and did not finish the course. The Philadelphia Barge Club withdrew its entry from the intermediate doubles, leaving the race between the Arundels of Baltimore, and the Malts of Philadelphia. The race was postponed until after the double races, to make room for the junior four-oared event. Later the Malts withdrew, and the Arundels rowed over the course. Both the Roundwood Club, of Long Island, N. Y., and the Harlem Boat Club were entered in the senior single sculls, but their representatives failed to appear, and Constance S. Titus, of the Atlanta Boat Club, of New York, rowed over the course.

Junior Four Gigs.

The race of the junior four gigs was close and interesting from start to finish. Hardly three lengths had been rowed when Preston Lewis, who rowed No. 2 on the Ariels, caught a crab and his boat fell behind. The distance was recovered, however, and the crew won by three lengths, the Virginia Boat Club, of Richmond, second, and the Arundels third.

Many were surprised at the showing made by the Virginians, who had a heavy boat. The general opinion had been that they would easily be beaten by the Arundels crew.

The last contested race of the day was the senior eight-oared. The Potomacs and the Ariels were to have been the contestants, but the latter decided

to withdraw their entry. Their place was taken by Junior Potomac eight, who were easily beaten by their own club men.

Four-Oared Shells.

Senior four-oared shells—Ariels, of Baltimore, had a walkover, Potomacs failing to race. No official time. Intermediate eights—Won by Potomac Boat Club Washington; Bocock, 1; Chase, 2; Herran, 3; Barber, 4; C. Ourand, 5; Britt, 6; Mueller, 7; McGowan, stroke; Moore, coxswain. Ariel Boat Club, Baltimore; Leroy Templeman, 1; E. J. Griffith, 2; Harry Stone, 3; George Lewis, 4; Preston Lewis, 5; Ed Reich, 6; Charles Howard, 7; C. H. Kronberger, stroke; Harry Hall, coxswain, second. Time, 8:11.

Senior double sculls—Won by Bachelor Barge Club, Philadelphia; James Bond, 1; bow; F. Willard Wood, 2; stroke; Crescent Boat Club, Philadelphia; W. T. Tuttle, 1; bow; P. M. Kirk, 2; stroke, second. Time, 8:46.

Intermediate singles—Won by W. A. Magee, Pennsylvania; W. A. Magee, Wallace B. Klare, Arundel Boat Club, second; Richard Redington, Potomac Boat Club, third. Time, 8:11.

Senior single sculls—Won by Constance S. Titus, Atlanta Boat Club, New York, by forfeit. No official time. Junior four gigs—Won by Ariel Boat Club, Baltimore; George Lewis, 1; Preston Lewis, 2; Charles Howard, 3; C. H. Kronberger, 4; Harry Hall, coxswain, Virginia Boat Club, of Richmond; W. E. Crawford, 1; W. W. Shelton, 2; George Lewis, 3; P. M. Kirk, 4; Canario, stroke, 4; W. P. Shelton, coxswain, second. Arundel Boat Club, of Baltimore; H. C. Harper, 1; A. Callahan, 2; J. H. Arthur, 3; W. H. Bohne, stroke, 4; J. T. Burton, coxswain, third. Time, 8:58.

Senior light-oared race—Won by Potomac intermediates; Potomac Juniors, second. Time, 8:19.

The Summaries.

First race—Junior eight-oared shells. Won by Ariel Boat Club, of Baltimore; Leroy Templeman, 1; E. J. Griffith, 2; Harry Stone, 3; George Lewis, 4; Preston Lewis, 5; Edward Reich, 6; Charles Howard, 7; C. H. Kronberger, stroke; Harry Hall, jr., coxswain. Potomac Boat Club; W. Ourand, 1; Cadu, 2; Sutton, 3; Sherman, 4; De Gamme, 5; Thomson, 6; Scott, 7; Lunsford, stroke; Harske, coxswain, second. Time, 8:11.

Second race—Junior single sculls—Won by George F. Joly, Bachelor Barge Club, of Philadelphia; Wallace D. Klare, Arundel Boat Club, Baltimore, second; Richard Redington, Potomac Boat Club, third. Time, 10:53.

Junior four-oared race—Won by Annapolis Boat Club, Washington; William Burke, bow; A. M. Newell, 2; P. M. Garnett, 3; C. M. Robinson, stroke. Arundel Boat Club, Baltimore; H. C. Harper, bow; T. A. Callahan, 2; J. H. Arthur, 3; W. H. Bohne, stroke, second. Time, 9:46.

Junior double sculls—Won by Malta Boat Club, Philadelphia; H. L. Vogel, 1; R. W. Swartz, stroke; Arundel Boat Club, Baltimore; George T. Coulson, jr., 1; J. George Gehl, stroke, second. Time, 9:50.

GOOD SPORT SEEN AT ATHLETIC MEET

D. Frank Clears Twenty-three Feet, One-half Inch in the Broad Jump.

NEW YORK, Aug. 13.—There was a promising and interesting showing made by the representatives of the athletic clubs in the Metropolitan District in its track and field athletic contests, which made up the program for the annual junior championships of the Metropolitan Association of the A. A. U., decided at Celtic Park, Long Island City, today.

The most notable performance was that of D. Frank, of West Side A. C., who won the broad jump with the excellent figure of 23 feet 1/2 inch. S. P. Gillis, who won the hammer-throwing event, was protested on the ground of professionalism, and his case will be looked into by the proper committee later on. The representatives of the Greater New York Irish Athletic Association, won the point banner for that organization with a total of 39 points, the new West Side A. C. was second, with 30 points, and the New York Athletic Club third, with 25 points.

In addition to the championships there was a five-mile run, in which twenty-two men took part. This event was to decide who should represent the district in the Marathon race, which is to be run at St. Louis two weeks hence, and the first eight men to finish were chosen.

The lucky runners finished in the following order: E. P. Carr, Xavier A. A. first; A. L. Newton, N. Y. A. C., second; A. Moller, Mohawk A. C., third; E. Lorz, Mohawk A. C., fourth; T. Kennedy, National A. C., fifth; M. Spring, Easton A. C., sixth; Foy, Star A. C., seventh; J. P. Devlin, Mott Haven A. C., eighth.

Through some mistake on the part of the judges the men ran only 4 1/2 miles instead of 5, and the winner's time was 26 minutes 13 seconds.

ANOTHER COLORADO TRAIN DROPS THROUGH TRESTLE

GLENWOOD SPRINGS, Col., Aug. 13.—An eastbound freight train on the Denver and Rio Grande has gone through a trestle near Antlers, which had been weakened by a cloudburst that flooded a dry arroyo.

The locomotive passed over, but the three cars following went through the trestle, and caused the locomotive to overturn. The fireman's arm was fractured.

Better clothing can't be had—better bargains in clothing we've never offered. Here's the scale of reduction:

\$20 Suits go for..... \$13.00
\$18 Suits go for..... \$12.00
\$15 Suits go for..... \$9.00
\$12 Suits go for..... \$7.25
\$10 Suits go for..... \$6.00

All the three-piece suits are reduced, too. Their clearance is on as well as that of the two-garment lines. There's a bargain here for every man, no matter how his tastes run.

Parker, Bridget & Co.,

Head-to-foot Outfitters,

Ninth Street and Pennsylvania Avenue.

GET WHAT YOU ASK FOR—THE GENUINE

CASCARETS Candy Cathartic

THEY WORK WHILE YOU SLEEP

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